The Chicago Tribune.

VOL. XXII. CHICAGO, WEDNESDAY, NOVEMBER 25, 1868. NUMBER 14.

EUROPE.

English County Elections Result in Favor of the Conservatives.

Spanish Elections Ordered for December 15.

Contest Predicted

Bismark to Join the Liberal Party.

Great Britain.

[HOUSE DEFENDS HIMSELF AGAINST CHARGES OF INCONSISTENCY.]

LONDON, Nov. 24.

Gladstone, in a pamphlet, entitled "Chapter of Autobiography," just published, defends his changes in matters of religion on the subject of State establishments. All the Liberal journals, it is said, not apparently copies, have not joined the Conservative press, as they are directed to do. The Times regards the publication as necessary and beneficial.

[THE PARLIAMENTARY RUMPUS.]

LONDON, Nov. 25.—Evening.

Rumors were loud to-day in quarters connected with the Government, and have somewhat reduced the confidence recently felt in the Ministry. The details now current are as follows: Liberals elected, majority, 112.

[LIBERAL GAIN OF MAJORITY.]

LONDON, Nov. 25.

The Times is in circulation that Joseph Maurice, Liberal Nonconformist leader, died on Friday last at Switzerland.

[DEATH.]

LONDON, Nov. 24.

Report of the death of Mazzini is contradicted.

[THE ALABAMA CLAIMS COMMISSION.]

LONDON, Nov. 24.

The Pall Mall Gazette says that the Alabama claims commission will probably be held in London, and that the confirmation of Mr. Adams is certain.

[DISTRESS AMONG THE SOUTHWEST LANCASHIRE OPERATIVES.]

LONDON, Nov. 24.

Business and his colleagues, Mr. Greenhill, have been appointed to Southwest Lancashire, relief fund.

[THE CONSPIRACY.]

LONDON, Nov. 24.

The great powers agree in considering the Cretan question, as false to the obligations of

[POLISH DEMONSTRATIONS.]

LONDON, Nov. 25.

Reports of the rioters shot at Dreyhenka was grossly exaggerated. Only seven were killed, and these were not shot in the streets, and fair 5,000 persons were present at the funeral. The Poles are holding meetings in Hyde Park, London, on the question, were trifling affairs.

LIVERPOOL, Nov. 25.

The steamer Pennsylvania and Manhattan, New York, arrived to-day.

GLASGOW, Nov. 25.

The steamer Britannia, from New York, arrived

QUEENSTOWN, Nov. 25.

The steamer City of Paris, from New York, arrived

SOUTHAMPTON, Nov. 24.

The steamer America, from New York, arrived

BREST, Nov. 25.

The steamer St. Lawrence, from New York, arrived

QUEENSTOWN, Nov. 25.

The steamer Teutia, from New York, arrived

[LIST OF CANDIDATES ELECTED.

LONDON, Nov. 24.

Returns of the candidates elected yesterday are 350 in number. Of these 180 are Liberals and 170 Conservatives. Of the Liberals, 107 are Liberals, 34 Conservatives, 30 Liberal majority, 19.

[LIBERAL GAIN OF MAJORITY.]

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It is in circulation that Joseph Mazzini, the Italian Republican leader, died on Friday last at Switzerland.

[DEATH.]

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LONDON, Nov. 24.

The Pall Mall Gazette says that the Alabama claims commission will probably be held in London, and that the confirmation of Mr. Adams is certain.

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LONDON, Nov. 24.

Gladstone

The Tribune.

WEDNESDAY, NOVEMBER 25, 1868.

THE DAILY TRIBUNE is issued every morning for circulation by carriers in the city and the suburbs.

THE TRI-WEEKLY TRIBUNE is issued on Monday, Wednesday and Friday, for mailing and delivery.

THE WEEKLY TRIBUNE is issued on Thursday, for the mails and for delivery by newsmen.

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TRIBUNE COMPANY.
Chicago, Ill.

THE FUTURE HARBOR OF CHICAGO.

The citizens of Chicago will remember that during the last session of the Legislature a bill was introduced into that body which proposed to cede in perpetuity, without money and without price, to a private corporation, all the land now covered by the waters of Lake Michigan for the space of one mile east of the breakwater, and two miles south of the Chicago River. The grant of land contained more acres than are contained in the South Division of the city north of Twenty-second street. The bill was reported back favorably by a committee, and, had not its character been discovered, it would have become a law.

The probability that the future harbor of Chicago, and a large proportion of its business property, will be located upon the site thus proposed to be given away is daily becoming more manifest. The river frontage on the South Branch is already fully occupied, and on the North Branch three-fourths occupied. The time is near at hand when all the existing dock room will have been taken up. The city cannot stop growing. Its wharves must keep pace with the commerce of the country tributary to it. There will soon be an economical problem presented to us viz., whether enlarged dock room can be more advantageously and cheaply obtained by digging slips and canals connecting with the river, or by building docks in the deep waters of the lake. There can hardly be two opinions on this question. The superior advantages of the lake over the river, in the fact that no time is lost by harbor, no expense, or very little, incurred in towage; no bridges obstruct the passage; no real estate is destroyed in rank of the necessary room for vessels; and last, but not least, the necessary depth of water is always at hand.

Those advantages were undoubtedly well weighed by the parties to the attempted grab. Their bill was a grant of a private corporation to build a city and establish a harbor between Chicago and Lake Michigan. The value of such a grant is hardly calculable in dollars and cents. There is nothing more certain than that some attempt to appropriate this land will be made during the next year, until it is successful. Indeed the people of Chicago, who are all deeply interested in it, shall take the proper steps to prevent such a calamity. Now is the time to put the matter at rest forever. The two hundred or three thousand people who now reside in the South Side will be greatly benefited by the location of the harbor in front of them, as are the people of the

HISTORICAL SKETCHES.

The Pope Family—Who Late Hon. Nathaniel Pope Was.

THE [illegible] statistical age. We think our own the most [illegible] country superior to any other, and every discovery we make, or invention we have lately learned, however, that before our face discovered the polarity of the needle, the laws of electricity, the combination of gunpowder, or the art of printing, the Chinese and other Asiatics had understood these things for ages. The present generation has prided itself much upon the discovery that [illegible] can be made from corn stalks, cane, the backwoodsmen of Kentucky understood that and practised it more than three-quarters of a century ago; that [illegible] there were no steamboats, railroads or [illegible] and practised it more than three-quarters of a century ago; that [illegible] there were no steamboats, railroads or [illegible] every man was obliged to make what he wanted or do without it. Many of the [illegible] customs can be traced from [illegible] and did well enough, but [illegible] from the [illegible] of those trees; such were [illegible] with [illegible] stalks or [illegible] to a substitute. When corn-stalks were used the plan was the same now in use, to expand to the sorghum. The stalks were stripped of their leaves, and ran between large rollers.

Mr. Pope was among the unfortunates who had no sugar troughs, and resorted to salt-cotton for sweetening. In this operation he was the pioneer of his son Judson, who is a miller. In doing the John out of his money, he found out a serious question then arose: What was to be done with the cane? Who was to support himself? Without an education he could not handle the pen to use the axe, saw or plow to advantage. So he went to [illegible] and [illegible] he had a very healthy part of the best thing that could be [illegible] to teach. But, there [illegible] was equally [illegible] to teach. But, there [illegible] was equally [illegible] to teach, he became aspiring. He studied law with his brother John and [illegible] standard of character. He at once took a high stand at the bar, and, in a few years, was elected one of the [illegible] Lexington District—no doubt [illegible] short time for a [illegible] and willing to [illegible] Dostt. [illegible] somewhere in the [illegible] Department of the Agricultural, [illegible] good their [illegible] University of [illegible] to follow [illegible] and Arkansas. [illegible] regard to [illegible] reason for a [illegible]

[illegible] of female education [illegible] that [illegible] these clergy- [illegible] that there [illegible] state that he did to [illegible] and [illegible] admission. He [illegible] that [illegible] [illegible] [illegible]

CHICAGO AND CHINA.

Direct Trade Between the Garden City and Celestial Empire.

Discussion of the Subject at the Tremont House Last Evening.

Interesting Remarks by Governor Brooks, Colonel Bowen and Others.

The Pacific Railroad.

A meeting was held last night at Parker No. 2, Tremont House, for the purpose of discussing the importance of taking advantage of the present opening of the Union Pacific Road, to inaugurate a direct trade between the East of Asia and this city. The room was comfortably filled with prominent citizens interested in the subject. Colonel James Bowen, called the meeting to order, and suggested that Mr. Charles B. Farwell preside, which motion was agreed to.

Lieutenant-Governor Brooks then stated that they had hoped to have had the presence of Mr. Dr. Peet, Vice President of the Union Pacific Railroad, who had, however, gone on to the East. They would, however, said the speaker, be favored on an early occasion with the handsome men of Chicago in any efforts to open up a direct trade between Chicago, Japan and China.

The object of this meeting is to bring them prominently before the spectators of Chicago the importance of this new enterprise, to promote the interest connected with the extent of the road to Japan and China, and to call upon those persons who are willing to contribute for the purpose of our own city to write their names for the benefit of the press. We know very well, no doubt, that it is impossible for us to organize a company to-night, but it will be necessary to have a committee appointed to-night, who will open to the subscription list of our citizens, which you represent, the amount of stock which you represent, the amount of stock which you will take, and the amount of money which you represent, the amount of money which you will pay down on the stock.

Mr. Alex. McLaren, the New York test ball, on my way to the Pacific Railroad, Express, and I had lunch with Mr. Alex. McLaren, the superintendent of the Union Pacific Railroad, between the Pacific Railroad and Chicago. He assured me that when the Pacific Railroad was completed, Liverpool or London and Yokohama could be reached in twenty-five days, and New York in twenty-eight days, by other routes, certainly half the time now occupied with the present number of steamers. The time he spoke of was the time from Yokohama to Chicago, and not from Yokohama to New York. The time he spoke of was the time from Yokohama to San Francisco, six days; from San Francisco to Omaha, four days; from Omaha to Chicago, two days. This can be done in eighteen days, and the difference between that and twenty-five days, or twenty-eight days, is the difference between the difficulty of making the trip in the winter season and the ease of making it in the summer season. Now, I can be confident that the Pacific Railroad will be completed to Omaha by the 1st of July, 1869, and that the connection between Omaha and Chicago will be completed by the 1st of October, 1869. Therefore, I can be confident that the time between Yokohama and Chicago will be twenty-one days, including the time of stoppage at San Francisco. I am also confident that the time between Liverpool and Yokohama will be reduced to twenty-one days, making the time between Liverpool and Chicago forty-two days. I am also confident that the time between Liverpool and New York will be reduced to twenty-one days, making the time between Liverpool and New York forty-two days. I am also confident that the time between Liverpool and Yokohama will be reduced to twenty-one days, making the time between Liverpool and Yokohama forty-two days. I am also confident that the time between Liverpool and Yokohama will be reduced to twenty-one days, making the time between Liverpool and Yokohama forty-two days.

With regard to the position of Chicago with reference to the trade of Asia, it seems to me a matter of great advantage to this city. Chicago is the point nearest to you from the Pacific Railroad. Twelve hundred miles from San Francisco, twenty-four hours from New York, and you will find it much nearer to you from San Francisco than New York. Chicago is the point nearest to you from the Pacific Railroad. Twelve hundred miles from San Francisco, twenty-four hours from New York, and you will find it much nearer to you from San Francisco than New York. Chicago is the point nearest to you from the Pacific Railroad. Twelve hundred miles from San Francisco, twenty-four hours from New York, and you will find it much nearer to you from San Francisco than New York. Chicago is the point nearest to you from the Pacific Railroad. Twelve hundred miles from San Francisco, twenty-four hours from New York, and you will find it much nearer to you from San Francisco than New York.

Mr. Charles B. Farwell, in response to the call of the chairman, said that he had not expected to be called upon to address the meeting, but he would say a few words. He was in favor of the project, and he thought that the people of Chicago should take hold of it. He thought that the people of Chicago should take hold of it. He thought that the people of Chicago should take hold of it. He